

AGRICULTURAL MUSEUM.

OMNIS FERET OMNIA TELLUS. VII. 6.

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The *Columbian Agricultural Society* have received from the Honorable Mr. SMITH, Secretary of State, a late and enlarged edition of Lord SOMERVILLE's *Essays on Husbandry*, presented in the name of the Author.

This very valuable book treats at large of *Sheep and Wool*—of the relative merits of *Draught Cattle*, and of *Implements of Husbandry*—and contains a *Record of Lord Somerville's celebrated Cattle Shows*—from their origin in 1802, to and including the year 1809.

FOR THE AGRICULTURAL MUSEUM.

Roads and Inland Navigation.

Among the numerous majestic rivers of the United States, the Potomak holds no inferior rank. It takes its rise in that great chain of mountains which separates the Western Waters from those that flow more directly into the Atlantic; and, after having marked the boundary between Virginia and Maryland for above 300 miles, discharges itself into the Chesapeake by a mouth more than seven miles in width. It has tide water sufficient for sea vessels nearly half its whole length; and is navigable for boats to Westernport, within a short distance of its source. The little or lower falls are in the District of Columbia. Merchant ships of the largest size, can come up, without difficulty, to the city of Washington—a point farther into the main land, and more distant from the Ocean, than any other in the United States, to which ships of such burden can navigate with ease. No streams of considerable magnitude unite with it, be-

low the highest point of ship navigation—nor are there any towns on its banks, worthy of notice, below Alexandria. Its whole foreign commerce is, and must continue to be, carried on through the Ports of the District—they can have no rival in this respect—they occupy, not only, the most advantageous scites, but the only ones on its margin, at all convenient for intercourse with any considerable portion of the country. It is true, the towns in the District have stood too much in the attitude of rivals to each other—Although, taken together, they have not heretofore, been capable of forming a sufficient centre of attraction, if the expression may be used, and of affording sufficient capital, to command all the internal commerce to which their situation hath given them an incontestible claim; yet, instead of uniting in their exertions to open and secure the means of intercourse with that vast extent of country to the North and West, which would have afforded to them the most ample resources for trade and commercial enterprize, they have stood aloof from each other—they have indulged unreasonable jealousies and wasted their powers in unavailing attempts to draw for each other, that comparatively, speaking, pittance of commerce and country produce, to which nature in her rudest state has given them access—The great interests of the whole have been too much sacrificed to the petty quarrels of the parts. When just views of things ought to have dictated the adoption of every measure calculated to draw closer the bonds of union and thus give triple efficacy to their exertions, their policy, it would appear, has been to divide the three-fold cord—to disclaim connection with each other; and, if possible, to preclude all intercourse by impassible barriers.

Recently, however, they generally begin to discover the true source of their real and substantial interests; and to see, what a few men of more enlarged and liberal minds a'ways saw, that to promote those interests most effectually, they must abandon their idle disputes, and unite

in their exertions to facilitate and extend communication with every part of the country around; and especially with those vast fertile tracts which are watered by the widely spreading branches of the upper Potomack, whose industrious and wealthy farmers must ever look on the Ports of Columbia as their natural Emporium—And not only these,—the people of the whole western country, on the Ohio, on the Mississippi, and, even, on the Missouri and the Lakes, have their eyes directed to the navigable waters of the Potomack, as likely to afford them the most easy and direct avenue for intercourse with the Atlantic. New Orleans, without doubt, will be the great Depot for most of the heavy and bulky products of all that vast region; but when the United States' road from Cumberland to Wheeling, and others to different points on the Ohio, are opened and made, and when the improvements now contemplated, on the boatable waters of the Potomack, are fully effected, many articles of the lighter native products of that country, would find a more certain and more profitable market in the District of Columbia, were even her present means brought to act in concert; and almost the whole supply of foreign merchandize requisite for the rapidly increasing population of all that immense territory, which lies to the North of a line of latitude, drawn through the mouth of the Ohio, would be borne to them from the Potomack, with more expedition and less expence than by any other channel.

In his notes on Virginia, Mr. Jefferson observes, that
' the Western Waters have three principal connexions
' with the Atlantic; the Hudson's river, the Potomack,
' and the Mississippi itself * Down the last will pass
' all heavy commodities. But the navigation through

* In the appendix (A) two others are noted; one from Presque Isle on Lake Erie to Le Boeuf, down the Allegany to Kiskiminitas, then up the Kiskiminitas, and from thence, by a small portage to Juniata, which

' the gulph of Mexico is so dangerous, and that up the
 ' the Mississippi so difficult and tedious, that it is thought
 ' probable, that European merchandize will not return
 ' through that channel. It is most likely that Flour,
 ' Timber and other heavy articles will be floated on
 ' rafts, which will themselves be an article for sale, as
 ' well as their loading, the navigators returning by
 ' land or in light batteaux. There will therefore be a
 ' competition between the Hudson and Potomak ri-
 ' vers, for the residue of the commerce of all the coun-
 ' try westward of Lake Erie, on the waters of the
 ' Lakes, of the Ohio and upper parts of the Mississippi."
 ' The Potomak offers itself under the following cir-
 ' cumstances. For the trade of the Lakes and the wa-
 ' ters westward of Lake Erie; when it shall have en-
 ' tered that lake it must coast along its southern shore,
 ' on account of the number and excellence of its har-
 ' bors; the northern, though shortest, having few har-
 ' bors and those unsafe. Having reached Cayahoga,
 ' to proceed on to New-York, it will have 8.5 miles and
 ' five portages; whereas it is but 425 to Alexandria,
 ' its Emporium on the Potomak, if it turns into the Cay-
 ' ahoga, and passes thro' that, Big Beaver, Ohio, Yoho-
 ' gany, (or Monongahela and Cheat) and Potomak; and
 ' there are but two portages; the first of which, be-
 ' tween Cayahoga and Beaver, may be removed by
 ' uniting the sources of these waters, which are lakes in
 ' the neighbourhood of each other, and in a champaign
 ' country; the other from the waters of Ohio to Poto-
 ' mak, will be from 15 to 40 miles, according to the trou-
 ' ble which shall be taken to approach the two naviga-
 ' tions,† For the trade of the Ohio, or that which shall

falls into the Susquehannah; the other from Lake On-
 tario to the east branch of the Delaware, and down that
 to Philadelphia. Both are said to be very practicable.

† On the line of the new road from Cumberland to
 Wheeling, the navigable waters of Monongahela and
 Potomak are distant about 70 miles.

' come into it from its own waters or the Mississippi, ' it is nearer through the Potomak to Alexandria, than ' to New-York, by 580 miles, and it is interrupted by ' one portage only.'—It is also observed, that the rout by Potomak is less liable to interruption by ice, or by wars with our neighbours, the Anglo-Americans, or the Indians, than that to New-York, which is our frontier on the north through almost its whole length.

These observations derive additional weight and importance from the circumstance, that goods are, at this time, in the present state of the river and roads, frequently boated up from the District of Columbia to Cumberland, and taken from thence to the Western Waters, at a lower rate than they could be taken there from any other sea-port. Col. Lyon, a member of Congress, for several seasons past, has taken large quantities by that rout to the Western Country—Goods have, last summer, been sent by General Mason, the Superintendent of Indian Trade, from Georgetown to St. Louis on the Mississippi, near the mouth of Missouri, for a less price than they could be taken by waggons from Philadelphia to Pittsburgh—and Furs and Peltry have been brought from thence to Georgetown to greater advantage, than if they had been taken to market by way of New Orleans, enveloped in the moist atmosphere of the Mississippi and the Gulph of Mexico.

These are facts of no trifling moment—they afford the strongest inducements to the people of the District, and to the farmers and holders of real property on or near to the waters of Potomak, and on or near to the roads leading from those waters to the Western Country, to unite in their exertions to extend and complete the avenues of intercourse, which promise such important results. Roads, canals and navigable rivers, are the arteries and veins that give life and vigour to industry. They are of the utmost utility both to the merchant and to the farmer; but especially to the farmer; as the produce of the country which is carried to market,

is generally of much greater bulk and weight than the merchandise which is taken back in return. From just views of their true interests in this respect, the Eastern and Northern States have, for many years past, been making the greatest efforts to improve the navigation of their rivers, and by canals and turnpike roads, to afford to every part of the country, the most complete means of communication with their commercial towns.

Notwithstanding her distant position and the embarrassments of her rout, New-York has preoccupied a very considerable portion of that internal commerce which has its natural course along the waters of the Potomak, and a very respectable exploring party of her citizens is now out, to devise the means of extending her grasp. Nor has Pennsylvania been an idle spectator. By means of her turnpike roads, which she is pushing on even to the Ohio, she has engrossed a still greater share of the Western Trade. Independently of the commercial advantages which have resulted from such public spirited and well directed measures, other important consequences have resulted. The face of the country has been improved and beautified—the population has been vastly increased—and the value of real property been greatly enhanced.

It is pleasing to observe that some thing of the same spirit has recently been gradually, though slowly, progressing to the South and West. The legislature of Maryland have lately manifested a just discernment of the true interests of that important state—The city of Baltimore is making efforts worthy of her rapid increase in wealth and population. The advantages accruing to the farmers in the country, from the turnpike roads which she is extending, in various directions, towards the North and West, are daily dissipating the prejudices which had been imbibed by clownish ignorance, and were fostered by sordid rapacity. Experience is teaching them that what they had dreaded as bringing ruin

to their property, has, not only, rendered the transportation of their produce to that great and growing Emporium of commerce, much more easy and less expensive than formerly, but has contributed greatly to the value of their lands.

She too hath put in her claim to participate in the trade of the West—and her claim will be heard. The resources, the liberality, the enterprize, of her citizens will ensure its validity. Nor is there any reasonable ground of jealousy between the ports in the District and Baltimore—Her interests, as far as they relate to the Western Country, are intimately connected with theirs. Indeed the greater part of the Western Trade, of all the ports on the waters of the Chesapeake, if not ultimately of the Delaware also, must centre at Cumberland on the Potomak. From thence it must proceed by the same routs in its progress to the waters of the West. From that point westward, the opening and improving of the publick highways, will result from the united efforts of the whole, aided by the powerful co-operation of the Western States. What, principally, remains to be effected by the citizens of the District, and the people resident on the Potomak and its waters, in order to enjoy a very great share of this valuable trade is, to complete the navigation of their own river, and to cultivate among themselves the most perfect harmony and co operation in all their commercial speculations ; especially in those directed to the West. The towns in the District must act as a whole, not as distinct parts having separate views—for their great and all important interests are the same. They should cling together and mutually aid and support each other. Union will give energy and effect to all their operations. For this purpose every avenue of intercourse with each other, should be rendered as easy and as complete as possible, that they may be able to communicate with facility and expedition and draw from each other, whenever requisite those supplies that may be necessary for their several customers.

The adjacent states still continue their parental regard—They have not yet withdrawn their fostering hand—They had, heretofore, incorporated a Company with extensive powers, to improve the navigation of the upper Potomak and its branches—they had subscribed and contributed largely to the stock of that Company—and, during the last winter, the Legislature of Maryland, with a truly laudable liberality, have authorized the raising of 300,000 Dollars by Lottery, to be expended, under the direction of that Institution in more completely effecting the objects of their association.—Still it remains with the people themselves, to determine whether they will profit by a boon so bountifully bestowed. If lotteries, which it must be acknowledged have become too common, are in any case admissible, it must be to effect an object so important—It cannot therefore but be confidently hoped, that the good people, whose estates are to be increased in value by the expenditure of so large a fund, and whose produce is to be borne to market on the Potomak and its branches, the Monocacy, the Shenandoah, the Conococheague, the South Branch and their numerous tributary streams, will manifest a knowledge of their own interest, a liberality and a public spirit, not inferior to those manifested by their brethren of Pennsylvania, New York and the Eastern States.

VIATOR.



To the Editor of the Agricultural Museum.

SIR,

Being a Member of the Columbian Agricultural Society, and having received the two first Numbers of your periodical Paper, the Agricultural Museum, with which I am pleased, as I think every genuine American ought to be, having for its object the promotion of American manufactures, I take this opportunity of stating to you my first attempt at making cloth for my own

personal use, and my success in that undertaking, in my own family.

I commenced by taking ten pounds from my stock of wool, after washing. A difficulty occurred of which I was not aware, in assorting the proper wool for the better kind of cloth; and which I have since learned to avoid, from your "Five minutes reflections on Sheep," which states, that the wool ought to be assorted, while in the fleece, and before it is washed; but, being then a novice in the art of manufacturing, I had every thing to learn. A coat, however, I must have.

The wool being assorted, it was put into the hands of negro women to spin, who, I have no doubt, did their best; but, when done, it did not look well, on account of the difference in the wool; some fine, some coarse; some from young sheep, and some from old: but, having taken great precaution in breaking and carding, to mix the different kinds of wool thoroughly, so as to prevent its drawing up after weaving, which is the case generally with country made cloth, we had succeeded better than was at first supposed; as no signs of puckering appeared in the cloth. The yarn being ready for the loom, I had it wove by a young woman, in the neighborhood [Miss Edwards,] having then no weaver of my own. Some difficulties arose on account of its width, five quarters. However it was woven of this width, and well done, considering it was her first attempt at cloth for fulling. The 10lbs. of wool turned out 31 1-2 yards. It resembled from the loom, coarse flannel. I then hastened it to the fuller's, [Mr. Jacob Divenhoven] near Fredericktown in Maryland. He fullled, dressed, and dyed it a Navy Blue. The 31 1-2 yards turned out when finished 21 1-2 yards, having shrunk about one third in length, and from 5-4 to 3-4 in width, as may be seen at my Taylor's shop in Georgetown [Mr. Calder] who has had some offers for it, to purchase; but not being for sale, a remnant of it still remains there. I

have had two coats and my son one out of the 21 1 2 yards. I never wore a more pleasant cloth, nor any cloth with more credit, it having generally passed on me as British cloth, the only mortifying circumstance in the case, as I wished it to be recognized *Homespun*, as well on account of its manufacture, as its cost.

The following is the exact account of the raw materials and labour had thereon, with the prices annexed.

10lbs. of common wool, at 40 cents,	\$ 4. 00
Spinning 10lbs (common price) at 20 cents,	2. 00
Weaving 10lbs. of yarn into 5-4 cloth 1s Maryland money, 31 yards,	4. 20
Fulling, Dressing and Dying 21 1-2 yards navy blue,	5. 57 1-2
	<hr/>
	\$ 15. 57 1-2
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And \$ 15.57 1 2 divided into 21 1 2 parts makes the cloth stand me in 72 cents per yard, for which \$ 5 per yard could have been obtained. I have worn scarcely any other cloth coats for these two years past—it wears well, and retains its colour unfadingly. From my success in this piece of cloth, as you may imagine, I have done giving 8 and \$ 10 per yard for foreign cloths, and fondly hope my countrymen will follow this laudable attempt at independence. Thus, may the whole body of our militia be uniformly clad in homespun for five dollars per man, and much less too, with the aid of wives and sweethearts.

RINALDO JOHNSON.

Aquasco, Md. July 30th, 1810.

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Pennsylvania Turnpike Roads.

The friends to the prosperity of Philadelphia, must be much gratified with observing that we are at length awakening from the apathy in which, without an effort to counteract them, we have hitherto permitted the very laudable spirit of emulation on the part of our fellow ci-

tizens of New York, Jersey and Baltimore, to push turnpikes into the most fertile parts of our state, and draw off our own produce for the aggrandizement of their respective Capitals, and with it, the attachment of our citizens, to the manifest injury of our political harmony.

A number of facts are stated in your paper of Saturday, which shew that exertions, promising to be effectual, are making, to keep the produce in the neighbourhood of the Connewago Falls, to its accustomed destination at Philadelphia, instead of taking the new route our neighbours of Baltimore have prepared for it.

It is satisfactory to be able to state facts also, which shew, that exertions are making in another quarter, to arrest the produce of the east and west branches, immediately at the head of the difficulties in the Susquehanna navigation, and to obviata the necessity of descending within the influence of our enterprising neighbours.

It is a fact, that a turnpike is now made from Sunbury to Reading, except the space of sixteen miles, which will be completed this year, the funds being all provided.

It is a fact, that a turnpike has long been made from Philadelphia to Perkiomen—and it therefore necessarily results as a fact, that there remains only the space from Perkiomen to Reading, to complete a turnpike from Philadelphia to Sunbury, a distance of one hundred and thirty miles, in the direct diagonal and consequently shortest route to Presque Isle on Lake Erie, and, as is believed, the easiest practicable route to Pittsburg.

It is also a fact, that an act passed the Legislature last session, to incorporate a Company to turnpike the interval from Perkiomen to Reading, and that the Commissioners are now exerting themselves to complete the subscription for the stock, so as to enable the Company to make their contracts this fall, that materials may be prepared through the winter for commencing the work with spirit in the spring.

While we are on this subject it may be well to state some of the peculiar advantages of this undertaking, both as it respects the public benefit, and the interest of the Stockholders individually.

As has been before observed, it is on the grand diagonal shortest possible route from Philadelphia to Lake Erie, intersecting the Susquehanna below the confluence of the east and west branches, and is believed to afford the easiest practicable route to Pittsburg. It therefore will accommodate, more effectually than any other can do, the whole of our State Territory, drawing to itself, by branches, northeastward, and by the eastern branch of the Susquehanna, most of the produce which our brethren of New York and Jersey have, by anticipation, already appropriated to their own use, from the counties of Wayne and Luzerne, and the neighbouring parts of New York State; in its direct route, progressively to the Lakes, and by the west branch, accommodating Northumberland, Lycoming, Tyoga, Butler, McKean, Warren, Erie, Crawford, Jefferson, Clearfield and Centre counties, and by a branch southwestwardly to Pittsburg, which is contemplated through Aaronsburg, drawing the trade from the southwest corner of the state, from the sphere of Baltimorean influence, and fixing it with its ancient and best friends on the banks of the Delaware.

Thus much respecting the general effect of completing this grand chain of communication, this Bond of State harmony and prosperity: As respects the interest of the Stockholders, in the small connecting link now proposed from Perkiomen to Reading, an actual experiment has been made by a Toll Bridge over the Manatawny, which, on an average of three years, neated a sum amounting to more than six per cent on the average cost of any five miles of the road, taking at one third more than the actual cost of the Downingston and Euphrata Turnpike.—Judges who have a knowledge of both routes think it will not cost so much.

American Daily Advertiser.



The "Washington Cotton Company," on Jones's falls, have a capital of 8000 dollars, and 1000 spindles in motion; with which they spin 2000 hanks of yarn per week, from No. 8 to 30. They have a dye house, and 7 looms

for cords, twills, stripes, chambrays, gingham, sheetings and shirtings.

There is a Calico printing and dying factory, on Gwynn's Falls—and a manufactory of Hats and Bonnets, belonging to a Mr. Cartee, of the town of Baltimore.

Besides these larger establishments, there are more than 50 looms in and near the town, employed on summer cotton yare.

The woollen manufactory on Jones's Falls, is greatly enlarged and improved.

The Domestic Warehouse and other stores in Baltimore, have now for sale the following wearing articles of home manufacture, drawn from various parts of the Union; viz. Flaxen and tow linen; cotton sheeting and shirting; printed calicoes, shawls and handkerchiefs, cotton and linsey stripes; chambrays; Virginia cloth; bed-ticking and coverlids; cotton yarn and thread of various kinds and colours; sewing silk and cotton; coatings, coarse and fine cloths; cassimeres and cassinets; morocco hats and caps; buckskin breeches, pantaloons and gloves; hosiery yarn and shoe thread; cotton and thread hose; ladies' hats and bonnets, &c.

Exclusive of the foregoing manufactures, there are others, which have attained considerable perfection at Baltimore. There is one paper mill, which has a capital of \$40,000; which makes 12,000 reams per annum—another, with a capital of \$70,000, makes 40,000 reams. Two gun-powder mills, whose capital is \$160,000, that make 62 quarter casks a day. A spade, shovel, and hoe manufactory, whose capital is \$8,000; that is said to make 8 doz. of spades and shovels per diem. The glass works of Mr. Frieze, capital \$40,000, annually producing 3,400 boxes of glass, each containing 100 square feet. The type foundry of S. Sowers & Co. capital \$10,000, that casts from 12 to 14,000 pounds of type per annum—Not to speak of the paper-hanging factory of Thomas and Caldeleugh—or of the slit-

ting iron, rolling and nail factory of Ellicott & Co. on the Patapsco, with a capital of \$ 50,000.

From these facts, the Committee do not hesitate to infer, "that the Report of the Secretary of the Treasury must fall far short of the real progress made, and of the capital embarked in domestic manufactures through the Union."

We in Virginia, are behind our sister States of the north—in this patriotic career. But the good work has commenced. Spinning machines on a small scale, are winding their way into the counties, to the South and West of us. The “Swift Creek Cotton Factory,” within a few miles of Petersburg, has 300 spindles in motion, and in a few weeks will have 300 more—exclusive of some preparatory machinery, on an improved plan. *Enquirer.*

Enquirer.

Extracts from Lord Somerville's Essay on Sheep.

With a view to the improvement of our Short-wool Sheep, and those more particularly belonging to our mountainous districts, hitherto neglected, I have thought it a duty incumbent on me to call the attention of my countrymen to this point, and have therefore ventured to publish a short essay on a subject, which every man, at all acquainted with rural or political economy, must admit to be of the utmost importance.

The breeds of sheep in this kingdom may be arranged into two classes; those which shear the short, or clothing, and those which shear the long, or combing wool; of the former we have specimens in the South Down, Hereford and Norfolk breeds; and of the latter in the Lincoln and Leicester. The quantity of flesh in each class, follows the character of the wool; the short woolled sheep being close in the grain as to flesh, consequently heavy in the scale, and high flavoured as to the taste; the polled long woolled sheep, more open and

loose in the grain, larger in size, "manufacturer's mutton," fit for such markets as supply collieries and Shipping, but by no means, generally speaking, of such ready sale.

Notwithstanding the great importance of the short-woolled sheep to the nation, the whole attention, both of farmers and breeders has, for these thirty years past been absorbed in carrying to a degree of perfection hardly credible, the heavy long woolled sheep; such as Lincoln, Cotswould, Romney Marsh, and new Leicester, but more particularly the last.

To such extreme perfection has the frame of this animal been carried, that one is lost in admiration at the skill and good fortune of those who worked out such an alteration. It should seem, as if they had chalked out on a wall, a form perfect in itself, and then had given it existence. Nay, fresh technical terms have arisen to express points in those sheep, thirty years ago unknown; such as the "fore flank," and the "cushion," terms universally admitted.

Such is the animal now: almost the reverse of what it was; and from whatever source it originated, whether from the care and nice observation of breeders, or from crosses with Ryeland or Dorset flocks, is immaterial. Wherever land is deep and strong enough to bear long-woolled sheep, there let them be bred; but let them not be foisted by false arguments on land unable to maintain them; by doing so the public is most essentially injured. Our combing and coarse wool manufactures must be supplied, and therefore our strong land should be allotted to carry coarse, heavy sheep; but if on the same false principle, one is to be pushed every where, to the exclusion of the other, I, for one, am old fashioned enough to prefer clothes to carpets, a necessary to a luxury.

To be continued.

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